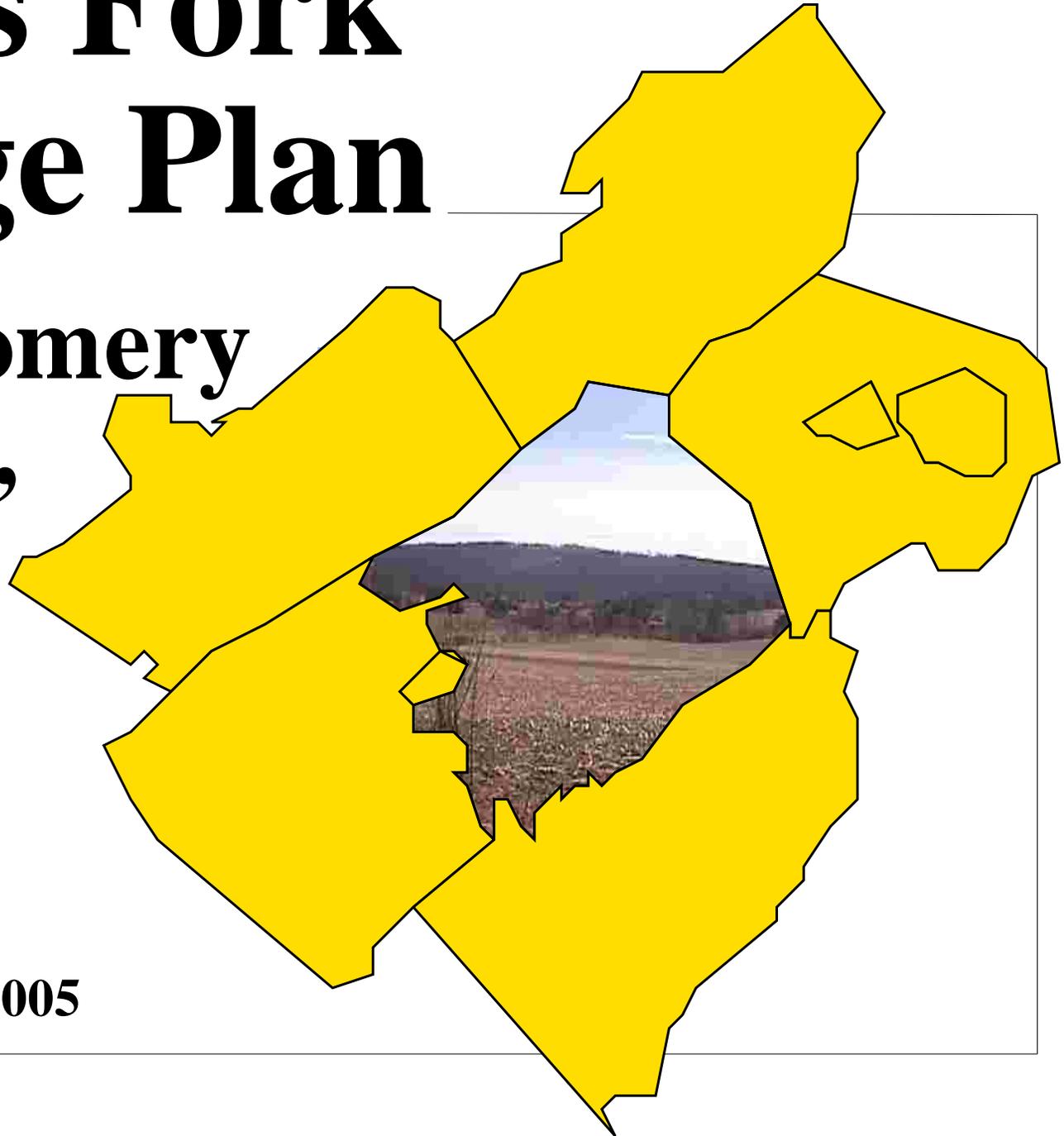


# Prices Fork Village Plan

**Montgomery  
County,  
2025**



**Adopted:  
16 November 2005**

# The Village of Prices Fork

## Introduction

The purpose of the village plans is to guide development in each of the villages, while maintaining each village's distinct identity. The village planning process provides citizens in each of the seven villages (six plans) with a say in how their respective villages develop over the next twenty years. This additional input is important because of the County's focused growth approach, which will focus 80% of the County's growth between now and 2025 into the villages, village expansion areas, residential transition areas, and the urban expansion areas.

Under the guidelines established in *Montgomery County, 2025*, villages are defined as "larger rural communities where limited mixed-use development activity has historically occurred and public utilities are available;...are separate and distinct from each other and from nearby towns;... and have served as and will continue to serve as focal points for surrounding rural areas." The village expansion area, on the other hand, is defined as the areas "adjacent to existing villages where appropriate new development can be accommodated while



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retaining the viability and character of the historic village core. It is assumed that the villages and village expansion areas are either currently served by public water and sewer and other public facilities (schools, parks, or fire and rescue stations) or where public water and sewer is likely to be provided in the future.

## Planning Process and Community Input Results

The Prices Fork Village Plan was created through a collaborative planning effort that involved Prices Fork residents and other interested citizens, County officials and staff, students from Virginia Tech, and the consulting team of Milt Herd and Vlad Gavrilovic. The roles of the participants were:

- Citizens at large (stakeholders) provided input and deliberation on the issues and options for the plan.
- Citizens Advisory Committee served as a "core" group of citizens to provide advice and leadership and represented those citizen stakeholders who were not actively involved in the process.
- The County staff and the consulting team provided technical support and facilitation of the meetings and the overall process.
- The Virginia Tech planning students conducted a village-wide citizen survey, did research on various planning issues and tools, and assisted in facilitating and recording the public workshop meetings.

### *Village Survey and Visual Assessment.*

During February, 2005, students from Virginia Tech conducted a door-to-door survey in Prices Fork. The students collected 105 responses (23%) from the 464 households they



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surveyed. The results of the survey indicated that Prices Fork residents liked the rural, agricultural character, the historical resources, the quiet, neighborly atmosphere, the pleasant views, and Prices Fork Elementary School. They also liked the convenience to Blacksburg, the affordability, and resident commitment to the village. In their final report, the students noted that:

- the average length of residency was 16 years,
- 70% of residents owned their own homes,
- 50% of households had children who were either attending, had attended, or will attend Prices Fork elementary
- there were multiple generations of families.

While residents indicated that they liked Prices Fork "the way it is," they also recognized the inevitability of change. When asked what changes they would like to see in the future, residents stressed road improvements (especially Thomas Lane), improved access to facilities and services (public utilities, trash pickup, and snow plowing). Other residents expressed the need for more businesses, construction of

additional single family housing, maintaining affordability, working with Virginia Tech and Blacksburg, and pizza delivery.

In addition to the survey, the students did a house-by-house visual assessment of Princes Fork. The results of the visual assessment found that the vast majority of residential properties in Princes Fork and the Princes Fork Expansion Area are well cared for. The visual assessment included both the built structures and the overall property.

### *Princes Fork Community Meetings.*

During March, April, and May, 2005, The County conducted three public workshop meetings. These meetings were well attended by enthusiastic local citizens who represented a range of viewpoints about the future of the village. Through the work of these citizens, a draft plan was developed that reflected a consensus of those participants.

The first meeting, held on March 19, involved “creating the vision.” Participants reviewed available planning tools and techniques; identified issues of concern for the village; and began to define a preferred future of the area, described in words and graphics. During the second meeting, “Refine the Future,” held on April 16th, participants reviewed results from the first workshop; defined preferences; and evaluated a draft vision statement, goals, and alternative draft land use and transportation concepts. The final meeting, “Affirm the Vision,” was held on May 7. During the course of the meeting, participants reviewed the results of the first two workshops; evaluated and affirmed the vision statement; and evaluated, refined, and affirmed the land use and transportation maps and the policies for all of the plan elements.

Following each meeting, the planning consultants worked with the materials developed during the meetings to formulate a vision and develop a advisory planning document. The draft plan was submitted to the Planning Department in June, 2005 for review and



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revision.

Results from the three meetings indicated a keen interest on the part of the residents in the history and historic preservation of Princes Fork, of keeping the elementary school in or near the historic core, and solving the traffic problems plaguing the village. These interests are reflected in the draft plan.

The draft plan will be presented to the Montgomery County Planning Commission and later to the Board of Supervisors for consideration and for the required public hearings. The Planning Commission will hold its public hearing on the Princes Fork Plan on site at the Princes Fork Elementary School. If adopted, the Princes Fork Village Plan will become part of Montgomery County, 2025, the County’s comprehensive plan.

### **Historical Development Patterns**

The landforms in the Princes Fork area comprise a rolling upland plateau that sits between the drainage areas of Tom’s Creek to the north and Stroubles Creek to the south. The western edge of this plateau drains directly into the New River through a series of steep riverine palisades. The upland plateau, sided on three sides by steep slope areas, provided a defined area of development, just as the ridge between

the two drainage areas provided a logical site for the old roadway leading west from Blacksburg. Development beyond the plateau was limited not only by steep slopes, but also by the presence of significant karst features (sink holes).

The pattern of roads and settlement in the Princes Fork area was influenced by the underlying landforms. The primary east-west axis of Princes Fork Road straddles the backbone of the ridge between the Toms and Stroubles Creek. The generally short roads perpendicular to the main axis of Princes Fork Road served farms or isolated clusters of settlement elsewhere on the plateau. Most significantly, the westward trend of the main roadway split into the famous “Fork” directly at a break in the plateau, where it meets the steeper ravines leading to the New River. From there, the northern and southern forks of the road edge the crowns of the slope that leads down to the river. As is characteristic in pre-industrial road construction in America, the roadway alignment took the paths of least resistance (or lowest cost) and have, as a result, an organic quality and a direct and intimate connection to the landscape.

Princes Fork initially developed as a rural, crossroads trading center at the fork leading to the New River ferry crossing at Peppers Ferry,



Photo by Planning Staff



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Whitethorne, and McCoy. While historical records indicate that the forks supported at least one commercial structure and a variety of residences, little evidence is left of the early development in the current village.

Prices Fork, as it appears today, developed in four distinct waves. Between 1850 and 1940, Prices Fork experienced incremental growth. Houses were constructed close to the road, at the front of moderately sized agricultural lands. Rather than having clearly zoned areas of use, development along both Prices Fork Road and McCoy Road (now Tucker Lane) suggested a compact, mixed use approach to development, with residential, public, and commercial structures built next to each other and, at times, sharing the same lot or same structure.

Following the opening of the Radford Arsenal (1941) and the expansion of Virginia Tech (1964), Prices Fork experienced the first two surges in growth. The growth, however, was largely due to family subdivision. As jobs in the area increased, younger generations of families stayed in Prices Fork rather than leaving to find work elsewhere. With the exception of the Hillman subdivision (the first suburban subdivision in Prices Fork), this pattern of development remained consistent until the 1980s. Growth along Old Fort Road and the development of residential subdivisions like

Montgomery Farms and Phillips Acres signaled a shift not only in subdivision patterns, but also in population patterns as well. Unlike earlier development, the newer subdivisions are generally disconnected from other earlier settlement areas. Indeed, as the results of the Prices Fork survey indicated, residents in the newer subdivisions were far less likely to identify themselves as Prices Fork residents than were those residents who lived in the older areas of the village.

### Current Conditions and Trends

#### *Demographics*

According to the U.S. Census Bureau (1), the population of Prices Fork and the Prices Fork Expansion area is approximately 1,296. With 49.7% male and 50.3% female, there is a greater degree of gender balance in Prices Fork than in other jurisdictions in Montgomery County. Although Prices Fork is in close proximity to Virginia Tech, the gender disparity at Virginia Tech is not mirrored in Prices Fork, despite the relatively high number of rental units (approximately 37.9% of housing units in the Prices Fork area).

The population under the age of 17 represents 22% of the Price Fork population, with 6% under the age of 5. While both represent a lower number than Virginia as a whole, they are both higher than the rest of Montgomery County. Given the number of children, it is then not surprising that the largest age group in Prices Fork are those between the ages of 24 and 39 (37%). Each successive age group represents a diminishing percentage of the population: ages 40-49 (15%), 50-64 (12%), and 65 and older (11%). Residents 18-22 represent the smallest portion of the population (3%), suggesting, once again, that despite the percentage of rental units, Prices Fork does not attract traditional aged college students.

There are 541 households in Prices Fork, with an average household size of 2.39. The

largest percentage of households (36%) have two persons occupying the dwelling, followed by 25% of households with a single occupant. The remaining 39% of households have three occupants or more. Families, with two or more people related by blood, marriage, or adoption, represent 66% of the households in Prices Fork. The average size of family households is 2.86, while the average size of non-family households is 1.87.

According to the U.S. Census Bureau, in 2000 there were 565 housing units in Prices Fork. Of those, 336 (60%) were owner occupied, 205 (36%) were renter-occupied, and the remaining 24 (4%) were vacant.

#### *Public Facilities.*

Currently, only one public facility, Prices Fork Elementary School, is located in the Village or Village Expansion Area of Prices Fork. Prices Fork Elementary provides both the heart of the community and the civic focal point. Built in 1952, the school is inadequate for the current student population. The program capacity of Prices Fork Elementary is 180, although the school is currently serving 213 students. As the Village and Village Expansion Areas develop, this inadequacy will only increase.



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While the Public Service Authority currently provides public water and sewer to Prices Fork, parts of the village are served by neither. The areas of Prices Fork to the west of Prices Fork Elementary have public water, but do not have sewer. Because of this, additional development north of Prices Fork Road and the area adjacent to McCoy Road will be limited to a much lower density than in those areas served or potentially served by both. The Prices Fork expansion area (to the east of the historic core and south of Prices Fork Road) will accommodate far greater development and greater density because of the potential availability of both public water and sewer.

Fire and rescue services are provided by stations located in Blacksburg and between Longshop and McCoy, on McCoy Road. Depending on future development, additional fire and rescue facilities may be needed in the future.

Currently, recreational facilities are available through Prices Fork School and at Blacksburg Middle School and Kipps Elementary, both located to the east of Prices Fork along Prices Fork Road. Parks and Recreation Department is currently studying recreational needs in the villages.



Photo by Planning Staff

### *Historic Resources.*

The eastern portion of the Historic Core, beginning at the edge of the village and extending to just past Prices Fork Elementary, is currently included in the Prices Fork Historic District, which was placed in the National Register in 1991. Additional historic resources are located outside of the boundaries of the current District. In 1986, when the initial study for the Historic District was conducted, structures built after 1936 were excluded. In addition, structures which were not adjacent to the proposed district were also excluded, regardless of age. Because “The Forks” area of Prices Fork was separated from the eastern edge of the village by newer structures (built in the 1940s), many of the historic resources located in the Village of Prices Fork were left out of the designated historic district. A re-evaluation of existing structures will be - necessary in order to expand the existing district.

### *Community Facilities and Organizations.*

The Prices Fork Grange and the Methodist Church provide the primary community facilities in Prices Fork. The Grange, in particular, is available for community meetings, social events, and other community activities. The Grange sponsors the Prices Fork Fair, a community event that attracts residents and visitors alike. While a public facility, Prices Fork Elementary also provides community meeting and recreational facilities. In addition, Snuffy’s, a small community store, provides a central, informal meeting place for residents

### **Planning Assumptions and Land Use Summary**

During the village planning process, participants relied on five key planning assumptions:

- Population growth will continue during



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the next 25 years, in general accord with the County’s Comprehensive Plan. (At slightly more than 1% average annual growth; up to about 25,000 more people in the County as a whole by 2030, with 6,000- 8,000 in the unincorporated areas and the remainder in the two towns;

- Residential development will be concentrated mainly in the County’s designated growth areas, including the Urban Expansion Areas, the Residential Transition Areas, and the seven Villages and six Village Expansion Areas. Prices fork is one such Village;
- Residential development densities in the Prices Fork area will occur in general accord with the County’s Comprehensive Plan, with 2 units per gross acre;
- Small amounts of job growth will occur in the immediate vicinity of Prices fork, mainly small scale local services and telecommuting jobs; and
- Public water and sewer service will be limited to those areas designated in the County’s Comprehensive Plan.

In addition, there were a number of specific assumptions made in developing the overall

## Prices Fork Village Land Use Summary

**Overall Assumptions for Total Expansion Area:** 875 acres, approx.; Infrastructure Capacity: 1,750 d.u. approx.. (1); Projected Gross Density: 2 du/ac. approx.

Settlement Type	Plan Reference	Acreage	Existing Units	New Units	Total Units	Average Density	Total Commercial Square Feet
Mixed Use Neighborhood	New East Neighborhood	70 ac.	0	350	350	5 du/ac (2)	150,000
Residential Neighborhood	New Central Neighborhood	125 ac.	0	500	500	4 du/ac	30,000
Village Infill	Historic Village Neighborhood	125 ac.	100	50	150	1.2 du/ac	40,000
Rural Settlement	Rural & Infill Areas	555 ac.	300	300	600	1 du/ac	10,000
	<b>Totals</b>	<b>875 ac.</b>	<b>400</b>	<b>1200</b>	<b>1600</b>	<b>2 du/ac</b>	<b>230,000</b>

**Notes:** 1. Estimated capacity for both existing and new development from the County Comprehensive Plan. 2. Requires density transfer from surrounding viewshed to achieve 5 du/ac.

**General Notes:**

1. The above table summarizes estimates for the *full buildout* of the Prices Fork Draft Land Use Plan, as affirmed at the Community Meetings in March to May, 2005.
2. The Full Buildout of this planning area is beyond the 25-year horizon of the Comprehensive Plan
3. All acreages and unit totals (both existing and new) are approximate and have not been verified.



Photo by Planning Staff

land use categories for the Prices Fork Village Plan. The consultants assumed that there are approximately 875 developable acres in the Prices Fork Village and expansion area; that infrastructure capacity was 1,750 dwelling units; and that the projected gross density was two dwelling units per acre.

## Neighborhood Types and Land Uses

### *Mixed Use Development*

Mixed use development has been the rule rather than the exception in the majority of the Villages in Montgomery County. Part of this is due to the nature of small, contained, and constrained spaces. Unlike their larger counterparts, which have the luxury of land and expansive public works and may more clearly separate uses, villages and village expansion areas are constrained by limited public facilities, especially the possible extent and capacity of public water and sewer. Given the limitations, all of the land use designations are based on the assumption of mixed use development.

Mixed use development means that while certain uses may be deemed most appropriate for a specific area of the village, the primary use designation does not preclude other types



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of development in, near, or in lieu of the primary designation. In a sense, this approach means that portions of the villages and village expansion areas are treated, in essence, as large planned unit developments. Indeed, the mixed use approach to village development encourages the creation and strengthening of the sense of community with the village by making goods, services, and jobs more readily available and accessible to residents. The approach also assumes that future development, rather than destroying or overpowering the historic core, will be designed to strengthen the historic development patterns, add to the quality of life of residents, and provide appropriate levels and scale of development.

### *New Mixed Use Neighborhood (New East Neighborhood)*

The new mixed use neighborhood is located at the eastern edge of the Prices Fork Expansion Area (adjacent to Merrimac Road). Neighborhood development in this area should be pedestrian oriented, with streets laid out generally in a “grid” pattern, forming blocks and a connected sidewalk system. Mixed Use neighborhoods, as the name implies, allows for a mixture of residential, commercial, and professional uses. Industrial uses, however, would not be appropriate for the area. It is assumed that the area will encourage a variety of dwelling types, densities, and costs, for all kinds of people should be included--younger, older, singles, families, a variety of income levels, etc. Development in the new mixed use neighborhood should be compatible with the historic rural setting. Scale, massing, colors, and materials of new buildings should be traditional and compatible with the vernacular architecture and style of the existing historic neighborhoods and the traditional rural context.



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### *New Residential Neighborhood (New Central Neighborhood)*

The New Residential neighborhood provides a transition between the higher density development closer to Blacksburg and the more traditional lower density development of Prices Fork. As with the new mixed use neighborhood, the new residential neighborhood should be pedestrian friendly, laid out on a “grid” pattern with an interconnected street and sidewalk system, provide traditional neighborhood amenities (tree-lined streets, on-street parking, and lighting). The neighborhood should allow for a variety of dwelling types, densities, and costs. While some commercial or professional offices would be allowed, the primary emphasis in the New Central Neighborhood, is residential. Commercial development would be limited to a small-scale clustered area along the neighborhood’s new “Main Street.” The development of central neighborhoods should be done in light of connectivity. Any new development in the new neighborhoods (both East and Central) should be done in such a way as to connect them to the larger village rather than as discrete, isolated units.

*Village Infill (Historic Village Core, Prices Fork Historic District, and adjacent neighborhoods).*

The Village Core represents the heart and soul of Prices Fork. As such, any development or renovation within established neighborhoods should be compatible with adjacent structure and the neighborhood as a whole. The scale, massing, colors, and materials of new buildings should be traditional and compatible with the Villages historic architectural fabric. Given the rural vistas provide an important historical context for the Village Core of Prices Fork, new development should not block scenic views or vistas, particularly from public roadways.

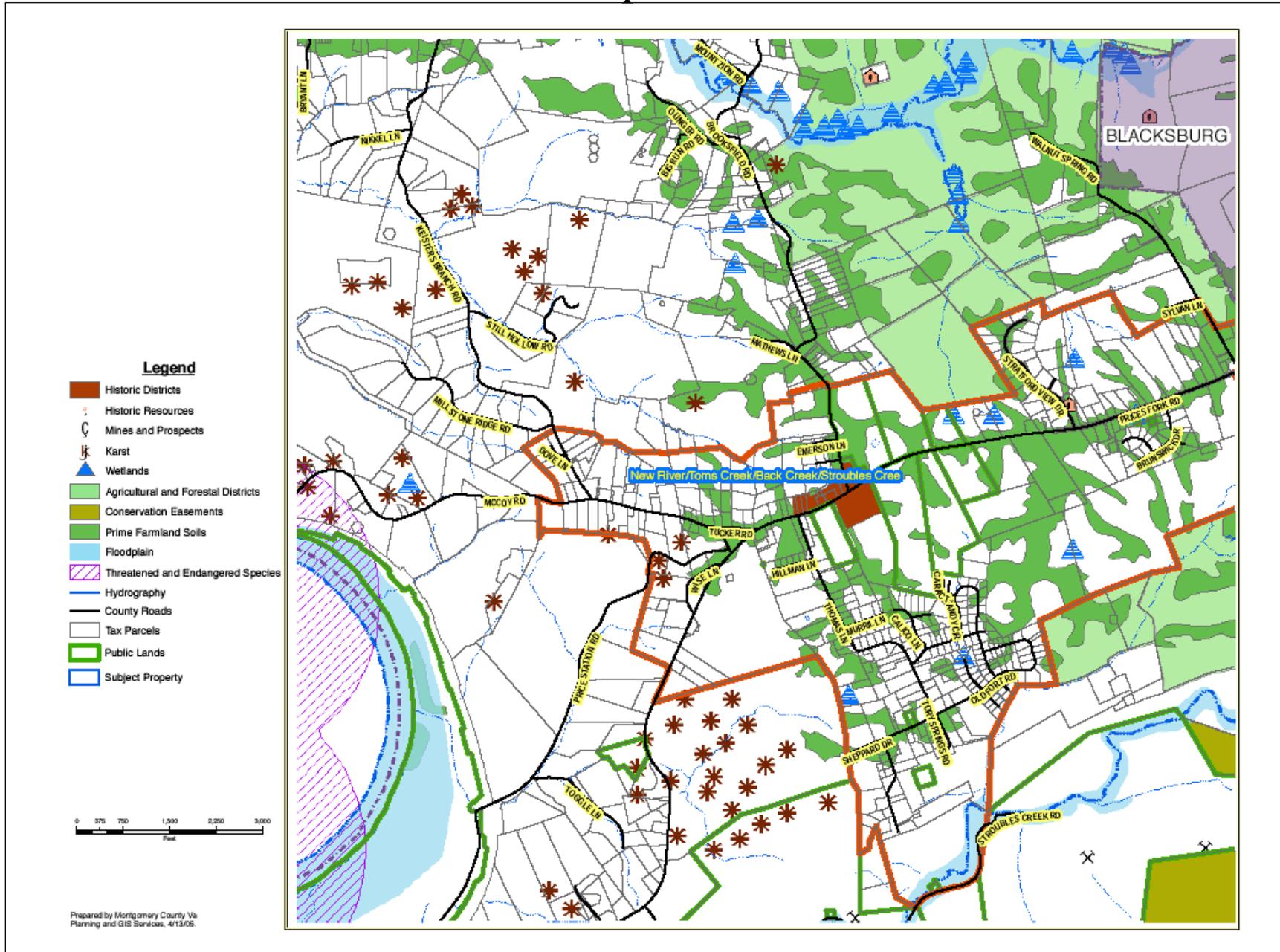
Careful siting and design of new structures should be used to maintain open vistas from adjacent properties.

*Rural Infill (Existing Neighborhoods Outside of the Historic Core and open spaces)*

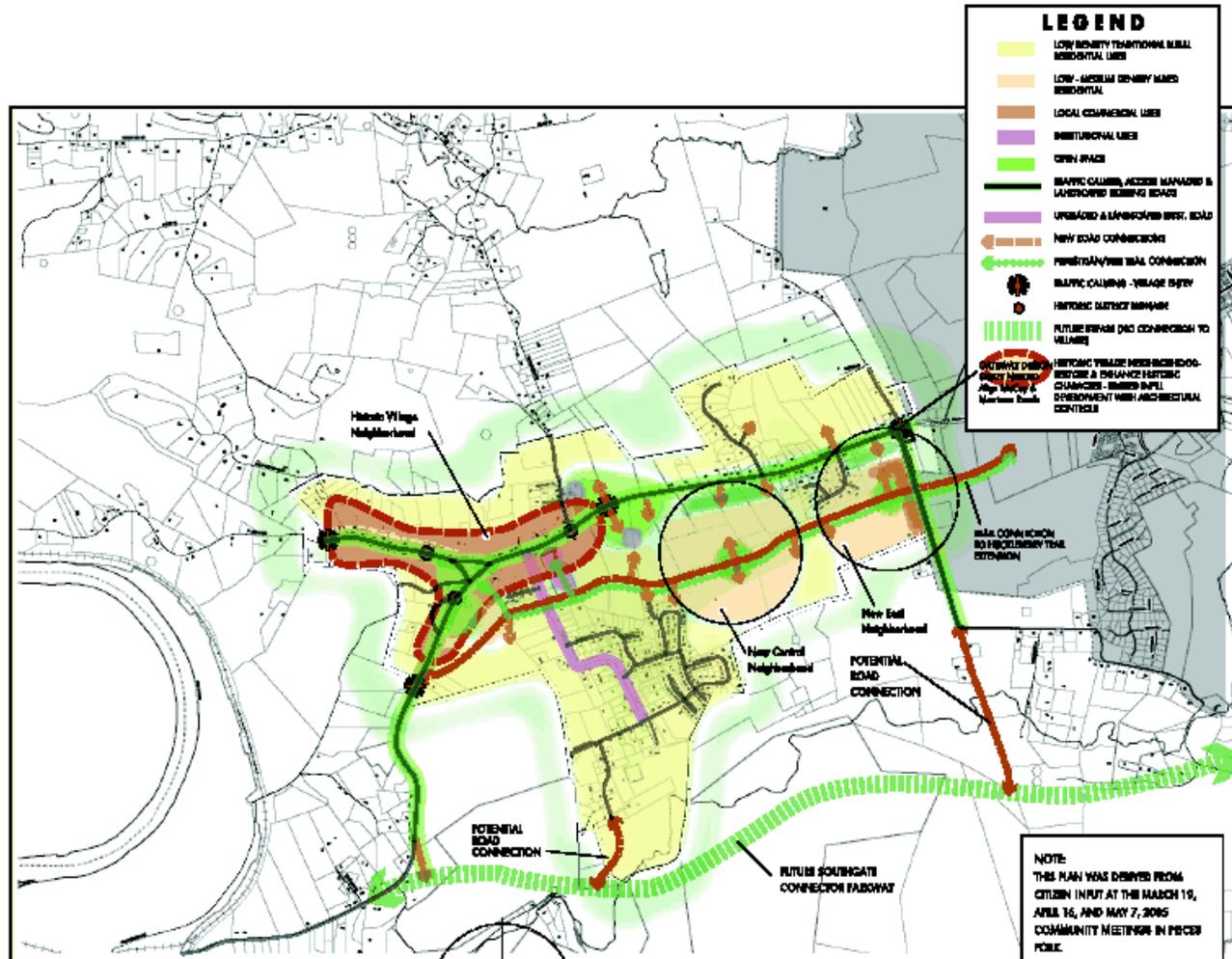
Rural Infill areas include the portion of Prices Fork accessed from Thomas Lane, between Brookfield and Keisters Branch Roads, and other areas not included in specific neighborhood areas. Development in the Rural Infill areas should be located in environmentally suitable areas and should be designed to preserve important environmental and cultural resources. New streets should match the rural character of

existing roads, including streets that are relatively narrow, which slows traffic. Civic buildings (such as churches or a new school) should be on prominent sites with good circulation and access. Any new development should be interconnected with the existing village rather than designed as a discrete and isolated neighborhood and should be done in such a way that minimizes disruption of existing landforms and removal of existing vegetation (specifically trees or wooded groves). Selected Rural Infill Areas with both public water and sewer can achieve higher densities than those areas that lack either on or both of these utilities or which have environmental constraints.

# Prices Fork Critical Features Map



# Prices Fork Future Land Use Map



**LEGEND**

- LOW-DENSITY TRADITIONAL RURAL RESIDENTIAL USES
- LOW- / MEDIUM-DENSITY MIXED RESIDENTIAL
- LOCAL COMMERCIAL USES
- INSTITUTIONAL USES
- OPEN SPACE
- BUAFFIC CALMING, ACCESS MANAGED & LANDSCAPED BARRIER ROAD
- UPGRADED & LANDSCAPED BARR. ROAD
- NEW ROAD CONNECTION
- POTENTIAL/NEW ROAD CONNECTION
- BUAFFIC CALMING - VILLAGE ENTRY
- HISTORIC DISTRICT BOUNDARY
- FUTURE BROADWAY CONNECTION TO VILLAGE
- HISTORIC VILLAGE NEIGHBORHOODS - PRESERVE & ENHANCE HISTORIC CHARACTER - BUAFFIC DEVELOPMENT WITH ARCHITECTURAL DETAILS

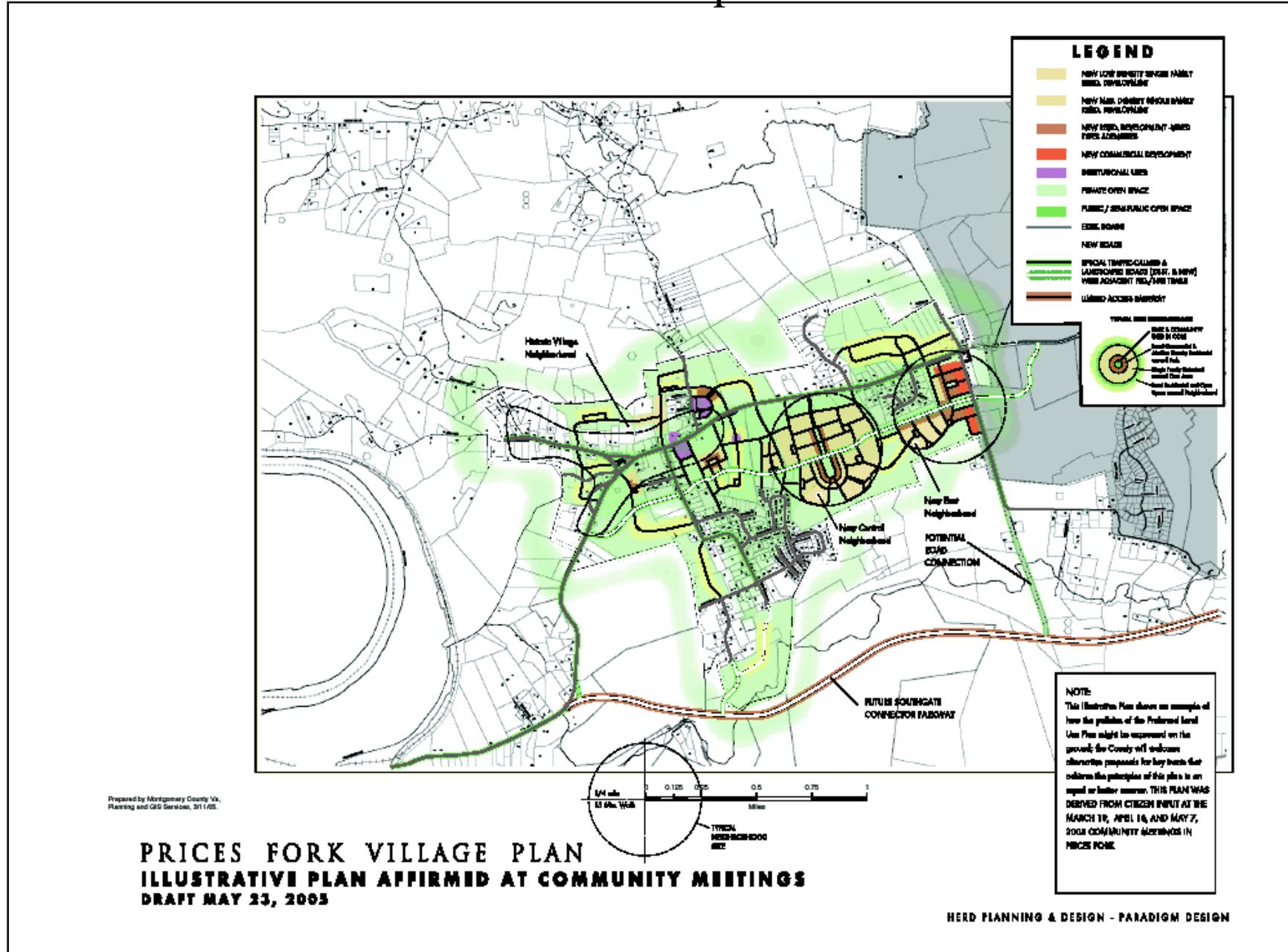
**PRICES FORK VILLAGE PLAN  
FUTURE LAND USE PLAN AFFIRMED AT COMMUNITY MEETINGS  
DRAFT - MAY 23, 2005**

**NOTE:**  
THIS PLAN WAS DERIVED FROM  
CITIZEN INPUT AT THE MARCH 19,  
APRIL 16, AND MAY 7, 2005  
COMMUNITY MEETINGS IN PRICES  
FORK.

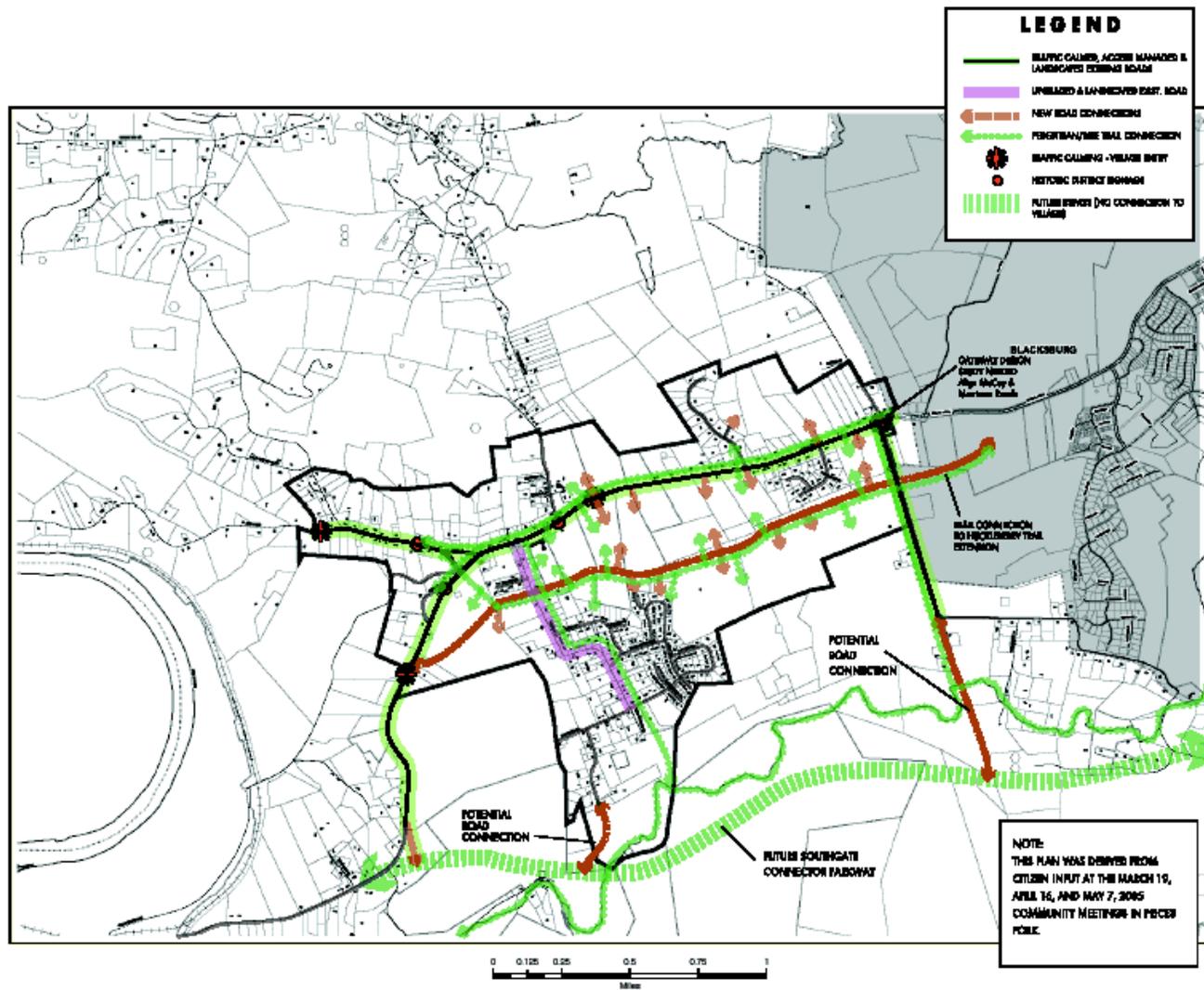
Prepared by Montgomery County Va,  
Planning and GIS Services, 5/11/05.

HERD PLANNING & DESIGN - PARADIGM DESIGN

# Prices Fork Illustrative Land Use Map



# Prices Fork Transportation Map



**PRICES FORK VILLAGE PLAN  
FUTURE TRANSPORTATION PLAN AFFIRMED AT COMMUNITY MEETINGS  
DRAFT - MAY 23, 2005**

Prepared by Montgomery County Va.  
Planning and GIS Services, 5/11/05

HERD PLANNING & DESIGN - PARADIGM DESIGN

# Prices Fork Village Plan: Statement of Preferred Future

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The following statement of the preferred future of Prices Fork was created by the citizens at the first meeting, evaluated and refined at the second meeting, and affirmed by acclamation at the third meeting. This Vision Statement essentially summarizes the key goals for the future of the village.

## **In the Year 2030, Prices Fork:**

### **Remains a Historic, Rural Village with a Strong Community Identity.**

Prices Fork is still a place where people know each other and where generations grow up and stay. It is a place where children are valued and residents know the local history. It remains a village surrounded by scenic views of fields, forests and mountains.

The village has accommodated a substantial number of new residents as well as some new, small scale businesses, but important historic buildings have been preserved and new development has been integrated sensitively into the historic fabric, with special attention paid to preserving the historic relationship of buildings to the street. Citizens and businesses are active in organizing fairs, festivals, farmers markets and other events and activities that enhance the sense of community identity.

As one approaches Prices Fork, there is a clear sense of leaving the Town of Blacksburg and approaching the village, as well as a clear sense of entering the historic village core. Prices Fork is more than just a “bedroom” community it has a group of small businesses that provide some services and employment opportunities for local residents - although the majority of residents still commute to jobs outside of the village.

**Has Good Community Facilities and Services that Support the Vision.** The local elementary school continues to serve as an important unifying feature of the community. Traffic on Prices Fork Road has been stabilized through traffic-calming measures, improved connectivity of streets within the village, the completion of a limited access parkway

to the south of the village and a system of bicycle and pedestrian paths.

A range of park and recreation areas have been created, including small parks within neighborhoods, and a new community park that serves as a gathering place to anchor the community, all connected to each other and to residential areas by safe streets, biking trails and sidewalks.

Public water and sewer service is provided for a defined, compact area around the village, thereby providing adequate capacity to accommodate a reasonable amount of future growth, but preventing a scattered, dispersed pattern that would worsen traffic and undermine the rural character of the community.

**Has a Harmonious Pattern of Compatible Land Uses.** The core of the village has some small-scale stores and service businesses. Overall, the village has a moderate level of residential density, including a diverse mixture of housing types and lot sizes, including housing for all age groups and income levels. Neighborhoods are clearly defined and are interconnected with each other and with the village core through streets, sidewalks and trails. New development is sited so as to preserve the views of open space surrounding the village and rural visual character of Prices Fork Road. The village is mainly a residential community, with no heavy industrial uses and only limited commercial uses.

**Collaborates with the County, the Town and Virginia Tech in order to Achieve its Vision.** Knowing that the success and well being of the village depends upon mutual cooperation with neighboring jurisdictions, the village leaders of Prices Fork have established effective relationships with Montgomery County, Blacksburg, and Virginia Tech in order to achieve mutual goals. Each of the parties respects the needs and desires of the others and continues to work toward common goals and mutually acceptable solutions to issues that arise. The Town respects the Village’s desire to control its own destiny and remain an independent community under the County’s jurisdiction. The village continues to plan for the future, in an open, collaborative and orderly process.

# Prices Fork Village Plan: Policies

The following policies were developed in meetings with village citizens. These policies are to guide the actions of the County, State Agencies, the Town of Blacksburg and private landowners to achieve the preservation and development of Prices Fork in accord with the Vision of this Plan.

## PFV 1.0 Land Use and Urban Design Policies

### PFV 1.1 General Policies

**PFV 1.1.1 Overall Gross Density for the Village Planning Area.** The overall density of the village planning area should never exceed two (2) dwellings per gross acre at full build-out (not expected to occur for at least two or three decades).

**PFV 1.1.2 Compatibility is Fundamental.** The density, type and character of new development must be compatible with the existing village, the vision of the village's future, and be generally consistent with the Land Use Plan Map. New development must be compatible with the traditional forms and architectural character of the village.

**PFV 1.1.3 Guidelines Are Firm But Flexible.** The policies of this plan are firm guidelines for the County and for developers. While there is flexibility in how to achieve these policies, all new development should follow them in spirit and in action.

**PFV 1.1.4 A Variety of Housing Types Should be Built.** The County will encourage a variety of housing types, costs and net densities, in order to provide high quality housing for a range of ages and income levels. Most housing will be single-family detached units, but may include accessory units, small single-family detached dwellings, apartments on the second floor levels of employment or civic buildings, and housing for elderly citizens.

**PFV 1.1.5 Village Gateways.** Establish Clear Gateways at the Major Road Entrances to the Village. Landscaping, signage, grading and pavement design should be used to create a sense of transition into the village on Prices Fork Road from the east and south, and on McCoy Road from

the west. These gateways should be understated, with a traditional, rural village character, with street design, landscaping and architecture that will naturally slow traffic as it approaches the village.

**PFV 1.1.6 Proffers Are Expected to Mitigate Impacts.** Any rezoning to a higher intensity of land use, particularly residential land uses, will be expected to provide proffers of land, infrastructure and/or funding to off set the impacts of the development, particularly on capital facilities such as roads, parks, schools and public safety.

**PFV 1.1.7 Incorporate Universal Design Features.** A portion of dwelling units within any given residential project should feature "universal design" in order to provide for all age groups and to allow people to "age in place" within the village.

### PFV 1.2 Rural Settlement: Land Use and Urban Design in Rural Infill Areas

**PFV 1.2.1 Residential Density.** The net density on a given tract of land should not exceed an average of 1.0 dwellings per gross acre in the areas designated on the Land Use Plan Map as Low Density Traditional Rural Residential Uses.

**PFV 1.2.2 Streetscape Features.** Streetscape improvements should include all-weather walking paths, street trees and parking behind buildings.

**PFV 1.2.3 Connectivity.** All new streets must connect into other streets, including the existing street network in order to maintain and improve the connectivity of the local street system, for safety and efficiency of travel.

### PFV 1.3 Residential & Mixed Use Neighborhoods: Land Use and Urban Design in New Central Neighborhood and New East Neighborhood

**PFV 1.3.1 Residential Density.** The residential density on a given tract of land should generally not exceed a maximum of four (4) dwellings per gross acre, with a goal

of preserving some useful open space on each site, with the higher density levels achieved in conjunction with proffers of conservation easements on significant open land adjacent to the village.

Net residential density on a portion of a given tract of land should not exceed five (5) dwellings per net acre in the areas designated on the Land Use Plan Map as Low to Medium Density Mixed Residential. The density of a particular new development site may be somewhat lower or somewhat higher than this guideline, depending upon the constraints of the site and how well the developer meets the policies of this plan and mitigates the impacts of the development.

**PFV 1.3.2 Areas with Higher Net Densities.** Areas with higher net densities should be dispersed throughout the planning area as shown conceptually on the Land Use Plan Map. Each such area should be small and compact so as to form a focal point for a particular neighborhood or development, and should be designed to reinforce the traditional, grid street network.

**PFV 1.3.3 Streetscape Features on Major Streets.** Streetscape improvements in these areas should include curb and gutter, sidewalks, on-street parking with curb bump-outs, pedestrian crosswalks at intersections, parking behind buildings and in alleys, building heights of two stories above the front street level, small front building setbacks, traditional street lights and street furniture, pocket parks and public greens or squares defined by adjacent building facades.

**PFV 1.3.4 Streetscape Features on Minor Streets.** Streetscape improvements should include walking paths, street trees and parking behind buildings.

**PFV 1.3.5 Street and Walking Connections.** New development should provide street and pedestrian path connections within the site and to adjacent properties, including "stub" connections to the property line of sites that are planned but not yet rezoned or developed.

**PFV 1.3.6 New Local Commercial Uses.** New commercial uses in the Prices Fork area should be aimed primarily at providing goods and services to local residents

**PFV 1.3.7 Encourage Mixed-Use Development of a Neighborhood-Scale.** Most new commercial development in the Prices Fork planning area, as well as the higher density residential development, should be located along the Town boundary, south of Prices Fork Road, on Merrimac Road.

- (a) This area should be developed in a traditional pattern with mixed uses closely knit together, wide sidewalks and street trees, small building setbacks, apartments above the stores and parking behind the buildings. Small-scale apartment buildings of up to twelve units per building and two stories above the street, with units not exceeding three bedrooms each, may be interspersed with the commercial uses.

#### **PFV 1.4 Land Use and Urban Design in the Historic Village Neighborhood Area**

**PFV 1.4.1 Density for the Historic Village Neighborhood Area.** The overall density of new residential development should generally not exceed on average, approximately 1.2 dwellings per gross acre in the designated historic area as shown on the Land Use Plan Map. (Net densities at the rear portions of tracts may be higher to balance the lower densities on the front portions of tracts, in order to preserve the rural, historic character of the village).

**PFV 1.4.2 Maintain the Historic Settlement Pattern of the Village.** This Plan strongly encourages new development to follow the historic pattern of development in Prices Fork, including small-scale, compact development, and maintaining a variety of building setbacks, entry configurations and parking arrangements.

**PFV 1.4.3 Encourage Smaller Lots to Locate at Rear of Sites.** New residential development should locate larger lots of an acre or more along the frontage of existing streets, especially Prices Fork Road, with the smaller lots located behind the larger lots, away from the road, in order to maintain the historic character of the streetscape. Any townhouse units in this area should consist of not more than three or four units in a row and not more than

two stories above the street.

**PFV 1.4.4 Encourage Infill Development.** Most of future growth in the historic neighborhood area should be infill and redevelopment of existing sites. Ensure that new infill development is compatible with the existing rural, historic character of the architectural fabric and siting of structures, especially along Prices Fork Road. Such development should be a small-scale mix of shop fronts and civic buildings interspersed with residential properties.

**PFV 1.4.5 Encourage Mixed-Uses.** Land uses along Prices Fork Road in the Historic Neighborhood Area should be a mix of residential, commercial, office and institutional uses. Limit new commercial and employment uses to small-scale, individual or stand-alone buildings with small building footprints that are architecturally compatible with the existing commercial and institutional uses. Auto-oriented and higher volume retail uses should not locate in this area; those should instead be in the designated eastern neighborhood.

**PFV 1.4.6 Encourage Live/Work Units.** Encourage “live/work” units, which feature a shop or small-scale office use on the ground floor and a residential dwelling above or behind the shop, not more than two stories above the street.

**PFV 1.4.7 Minimize the Impacts of Road Improvements.** Evaluate and minimize the impact on historic structures from any publicly or privately funded road or streetscape improvements within the planning area.

**PFV 1.4.8 Design Details.** The County and the Prices Fork community will strive to maintain the rural, informal character of the historic village neighborhood area by:

- (a) Preserving of the “context” of historic structures, as well as the structures themselves, including their natural settings, contributing outbuildings, fences, hedgerows and other elements of the natural and historic landscape that enhance and frame the historic structure.
- (b) Locating new or expanded parking areas behind or to the side of the buildings; screening parking

from adjacent uses with landscape buffers and using alley access where feasible.

- (c) Providing a strong pedestrian orientation along the street frontage, with parking located mainly at the rear of the buildings
- (d) Prohibiting auto-oriented functions like drive-through windows
- (e) Encouraging new buildings to generally match the setbacks of adjacent buildings while also maintaining a variety of setbacks and orientations.
- (f) Orient building fronts toward main streets, and service backs of buildings through alleyways, wherever feasible
- (g) Encouraging porches, street trees, street furniture, sitting areas and other pedestrian-friendly design elements.
- (h) Establishing an all-weather path system through the historic neighborhood area, along but not on - the major streets and connecting commercial and institutional sites to each other.
- (i) Encouraging adaptive reuse of historic structures.

## **PFV 1.5 Prices Fork Road Corridor**

**PFV 1.5.1 Preserve Views.** Except in the Historic Core, as development occurs along the corridor, site new buildings away from the existing roadway so that they are at a low enough elevation to preserve the views of the surrounding farms, forests and mountains.

**PFV 1.5.2 Avoid Reverse-Frontage Development.** New development adjacent to Prices Fork Road should front a new parallel street so that the fronts of new buildings (rather than the rear) face toward Prices Fork Road.

**PFV 1.5.3 Manage Access.** Develop and implement an access management plan along Prices Fork Road to limit the number of access points on the road, consistent with the land use and design policies for this corridor.

**PFV 1.5.4 Encourage Connectivity.** Encourage inter-parcel connections between all sites along Prices Fork Road for both vehicles and pedestrians, including making new connections to existing neighborhoods that need better and safer access, such as Montgomery Farms.

**PFV 1.5.5 Calm the Traffic.** Calm traffic that flows into adjacent residential areas through the use of traffic-calming devices and street design, and to provide safe pedestrian crossings.

**PFV 1.5.6 Create a Clear, Major Gateway to the Prices Fork Area.** The Town/County boundary at Prices Fork Road is the key entry point to Prices Fork. The change in road width from four lanes to two lanes should be maintained, but the intersection should be redesigned to improve traffic flow and provide a strong sense of identity when entering Prices Fork. Landscaping, signage and pavement configuration should reinforce a transition from Town to County.

#### **PFV 1.6 Virginia Tech Property**

**PFV 1.6.1 Preserve the Open Fields Adjacent to Prices Fork Road.** The Virginia Tech property is critical to the future of Prices Fork. The strong desire of the local community and the County is that the open, agricultural fields be preserved.

If, in the future, development occurs on the site, the fields adjacent to Prices Fork Road should still be preserved, while more intensive land uses could be developed in areas away from the road and buffered from adjacent properties. Such development should be a mix of uses, including institutional uses such as research and educational facilities, as well as a variety of housing types and densities, linked to the employment uses and to the village core with pathways and local street connections.

#### **Land Use and Urban Design Action Steps:**

- Develop comprehensive corridor design guidelines for new development and redevelopment in the Prices Fork Road

corridor to ensure compatibility with the existing, historic design context, including signage, lighting, and streetscape.

- Review and amend the County Zoning and Subdivision Ordinances and other development standards to ensure that they do not present barriers to achieving the vision for Prices Fork and to implementing the policies of this plan.
- Adopt a Traditional Neighborhood Design (TND) ordinance for the County, including provisions applicable to designated growth areas such as Prices Fork.
- Identify and eliminate barriers to TND development in the current zoning and land subdivision and development ordinances of the County.
- Provide density and other incentives to make TND a preferred choice of landowners.
- The County will encourage compatible infill development of vacant sites within the village through zoning or other regulatory incentives.
- The County will use the Comprehensive Plan to guide rezoning decisions; it will not rezone to higher density until feasible and only in accord with adopted plan priorities and policies.

## **PFV 2.0 Government and Planning**

**PFV 2.1 Collaboration is Key.** The County will collaborate with other government entities to ensure that the policies of this plan are implemented and the Vision is achieved.

**PFV 2.2 Coordinate with Town on Boundary Issues.** The County will work closely with the Town of Blacksburg to maintain the current Town boundary, coordinate land uses along the edge, coordinate road linkages and coordinate the provision of public services and facilities.

**PFV 2.3 Work Closely with VDOT to Achieve the People's Vision.** The County will work closely VDOT to ensure that the urban design, mobility and public safety policies of this plan are implemented. Cooperation between the County, VDOT, and private developers will be critical to the success of this plan.

**PFV 2.4 Encourage Coordination Among Property Owners Associations.** The County will foster the creation of Property Owners Associations as may be needed to provide funding and management of various public facilities within the planning area as new development occurs. Such associations should be designed, managed and coordinated so that the Prices Fork community remains a unified community and not a disconnected assembly of separate quasi-governments. Shared ownership, funding and maintenance of certain facilities may help promote such unification.

**PFV 2.5 Encourage a Unified Community.** The County will encourage the people of Prices Fork to act as a single, unified community when working with the County, Town and State in implementing this Plan. The citizens committee appointed for this Plan is one step toward that unified approach. The County encourages the citizens to take a leadership role in implementing this Plan once it is adopted.

### **Government and Planning Action Steps:**

- Continue the Prices Fork Citizen Advisory Committee as an ad-hoc committee to work with the County on finalizing the Plan.
- Appoint a designated Village representative and alternate to coordinate with the County during plan refinement, adoption and implementation.

- Ask that development proposals be initially presented in the community (e.g. at the Grange or the school), rather than in (or in addition to) Christiansburg.
- The Town and County will adopt a formal agreement to maintain the current Town/County boundary adjacent to Prices Fork.
- Develop a community center for the village, located within the historic area.
- The County will track total population growth and land use changes in and around the village to ensure that the policies of this Plan are being met.
- Village residents, businesses and public officials will keep our eye on the Vision for 2030 to make the long term Vision an "embedded" element in the collective minds of the community.

## **PFV 3.0 Cultural Resources**

**PFV 3.1 Encourage Awareness and Knowledge of Local History.** Encourage better understanding and education about the value of its historic resources and ways that they can be better preserved.

**PFV 3.2 Encourage Historic District Expansion.** Encourage the expansion of the Prices Fork State and National Historic Districts to include all qualifying sites and structures.

**PFV 3.3 Encourage Adaptive Re-Use of Historic Structures.** Encourage the adaptive re-use and rehabilitation of historic structures throughout the Prices Fork area.

### **Cultural Resources Action Steps:**

- Work with property owners to extend National and State Historic District to include other historic sites and structures in and around the historic neighborhood of the village.
- Establish a series of Historic Interpretive Markers at key points throughout the village.
- Develop and adopt historic architectural guidelines, either as policy recommendations to land owners, or as

part of a County historic overlay district for the designated historic area.

street trees and vegetative buffers at the rear of commercial sites and along any edge contiguous with residential uses.

## **PFV 4.0 Economic Resources**

**PFV 4.1 New Local Commercial Uses.** New commercial uses in the Prices Fork area should be aimed primarily at providing goods and services to local residents.

**PFV 4.1.1 Location.** Commercial uses should be located only at the key points in the eastern neighborhood on Merrimac Road as shown on the Land Use Plan Map (as well as a small amount of commercial infill development within the designated historic area). Such uses should be small scale and compatible with the historic nature of the village.

**PFV 4.1.2 Size.** Commercial uses are not planned to be a major part of the land use mix in Prices Fork. Rather, a small amount of local retail and personal service businesses are expected, along with significant numbers of home occupations. In the eastern neighborhood retail uses and carefully integrated auto-related uses may be allowed. In the historic area, only small scale, "mom & pop" style stores are appropriate.

**PFV 4.1.3 Major Commercial and Industrial Uses.** This plan discourages major commercial or industrial uses such as shopping centers, big-box stores or industrial parks.

**PFV 4.1.4 Employment Centers.** The only potential major employment center called for in this plan is an agricultural-related research center on the Virginia Tech property, near the historic area. Any use of this property should adhere to all applicable policies of this plan.

**PFV 4.1.5 Parking.** Parking should be located to the side or to the rear of commercial uses. Access points onto existing roads should be coordinated with adjacent properties in order to keep the number to a minimum.

**PFV 4.1.6 Signage.** Signage should be small scale, traditional and in keeping with the rural nature of the village.

**PFV 4.1.7 Landscaping.** Landscaping should include

## **PFV 5.0 Educational Facilities**

**5.1 Retain the Elementary School in the Historic Neighborhood Area.** The County will make every effort to keep the existing elementary school on its current site.

- (a) The County will strive to acquire adjacent land as necessary to upgrade the current facility so it can continue as an elementary school.
- (b) If the County has to acquire a new elementary school site it will be located within or at the edge of the historic area of Prices Fork.
- (c) If the current site cannot be made suitable for continuing as an elementary school, the policy of this plan is that it be converted to a civic use that reinforces the identity and function of the historic area, such as a community center and/or museum of local history or compatible private uses such as a gym, trade school, day care center, or elderly housing. (Note that elderly housing or an assisted living facility would be an exception to the general guideline of one dwelling per acre; however, the school is an existing structure and further, the impacts of an elderly housing facility would be generally far less than higher density conventional housing).

## **PFV 6.0 Environment Resources**

**PFV 6.1 Preserve Floodplains.** The County will encourage preservation of the 100-year floodplains in their natural state to protect against floods and to function as an integral part of the County's network of open space.

**PFV 6.2 Preserve Buffers Adjacent to Floodplains and Karst Formations.** The County will encourage the preservation of a natural riparian "buffer strip" adjacent to floodplain areas and setback buffers from Karst sinkholes, in order to protect and enhance water quality and to maintain wildlife habitat areas adjacent to stream corridors.

**PFV 6.3 Encourage Pervious Paving Materials.** The County will encourage the use of pervious paving materials for parking

lots and driveways where feasible to maintain groundwater and surface water quality, and to reduce sheet flows from paved areas.

**PFV 6.4 Discourage Development on Steep Slopes.** The County will discourage development on slopes over 15% and encourage these areas to be maintained as open space to minimize erosion, downstream flooding and pollution.

**PFV 6.5 Manage Development on Moderate Slopes.** The County should ensure that new development on slopes between 10% and 15% incorporates retaining walls, erosion resistant plantings and careful site planning in order to minimize land disturbance and erosion potential in these areas.

**PFV 6.6 Promote Regional Stormwater Management.** The County will create guidelines and regulations for coordinating stormwater management facilities on a regional and sub-regional basis rather than site by site.

**PFV 6.7 Solve Existing Drainage Problems.** The County will work with landowners and VDOT to address existing drainage problems in existing neighborhoods.

#### **Environment Resources Action Steps**

- Develop standards for regional and sub-regional stormwater management facilities the County Engineer will develop guidelines and regulations for developers to coordinate plans for stormwater management facilities.
- The County will work closely with local rural landowners to maintain a green buffer of farmland and open space surrounding the village, through techniques such as agricultural zoning, agricultural and forestall districts, agri-tourism and open space land acquisition. The County will work to develop incentives for landowners to preserve those areas, including an economic development strategy for agricultural areas.

#### **PFV 8.0 Public Safety Resources**

**PFV 8.1 Fire and Rescue Facilities.** The existing Blacksburg-Hethwood station and the existing Longshop & McCoy station will continue to serve the Prices Fork area. The County should plan for and reserve a long-term site for a fire and rescue and sheriff substation, with good access to Prices Fork Road and Thomas Lane.

#### **PFV 9.0 Recreational Resources**

**PFV 9.1 Greenway Park and Trail System.** Support the development a county-wide greenway park and trail system master plan.

**PFV 9.2 Pocket and Neighborhood Parks and Green Spaces.** Encourage developers to provide pocket and neighborhood parks and green spaces in their development designs.

**PFV 9.3 Co-Use of School Facilities.** Encourage the development of a joint use agreement between the Montgomery County Public Schools and the Montgomery County Parks and Recreation Department for the multi-use of school facilities.

#### **Recreational Resources Action Steps**

- Work with Parks and Recreation and the Greenway Committee to design a master parks plan for the Village of Prices Fork.
- Design and develop a "Historic Trail" through the village, linking key sites with a walking/biking trail system.

#### **PFV 10.0 Transportation Resources**

**PFV 10.1 Recognize that Roadways Are Public Spaces.** This plan recognizes that public roadways are not just conduits for transporting people and vehicles. Rather, they are public spaces with important social and cultural functions, including viewing the community and meeting neighbors.

**PFV 10.2 Extend, Connect and Complete the Streets, Incrementally.** Extend existing streets as shown on the Future Street Network Map;

**PFV 10.2.1 Interconnected Grid Network.** Interconnect new streets to form a loose grid network;

**PFV 10.2.2 Pedestrian Facilities.** Incorporate pedestrian paths or sidewalks into all new and existing street systems to protect pedestrians and improve mobility;

**PFV 10.2.3 Bike Lanes.** Incorporate bike lanes into collector and arterial roads to protect cyclists and improve mobility.

**PFV 10.3 Strongly Discourage Cul-de-Sacs.** As shown on the Illustrative Plan Map, cul-de-sacs undermine the desired connectivity of Princes Fork. In order to achieve safe streets with a sense of privacy, courts or "eyebrows" can be created rather than cul-de-sacs.

**PFV 10.4 Traffic Calming.** "Calm" the Traffic. The use of traffic calming devices is a priority for the major roadways through the village, especially on Princes Fork Road within the designated Historic Area.

**PFV 10.5 Make All Travel Modes Safe.** Work with VDOT to ensure that pedestrian and bicycle mobility and safety have equal priority with motor vehicle mobility and safety on all public roadways.

**PFV 10.6 Manage Access.** Limit new access points on the major through-roads designated in this Plan.

**PFV 10.7 Construct Roads in Conjunction with Rezoning Approvals.** Require development applicants to dedicate right-of-way and build their portion of new roads, in conjunction with receiving zoning approvals for higher densities.

**PFV 10.8 Plan for Long-Term Through-Traffic.** Limit the impact of through traffic by providing new alternative street connections through the village, as shown and described in this plan, and by constructing the Southgate Parkway along the southern edge of the planning area. This new road should be a controlled access, scenic, high-volume roadway that carries through traffic around rather than through the village.

**PFV 10.9 Pursue Public Transit.** The County will pursue opportunities for public transit, such as a trolley or bus system service to key points within Princes Fork.

**PFV 10.10 Collaborate with Metropolitan Planning Organization (MPO).** The MPO provides an excellent opportunity for effective regional transportation planning, and an opportunity for the localities to coordinate their plans for land use and transportation, including the proposed Southgate Parkway connector road.

### **Transportation Resources Action Steps:**

- Evaluate the feasibility of bus transit from the Village (and possibly a location for a commuter parking lot). Prepare and present a report to the Board of Supervisors.
- Design a Detailed Streetscape Plan for the Princes Fork Road corridor and seek funding for streetscape enhancements and traffic calming measures, such as parking islands, streetlights, landscaping and street furniture.
- Coordinate with the County and VDOT to implement "traffic calming" elements within and around the village, especially along Princes Fork Road.
- Complete an alignment study for the Southgate Parkway and acquire the necessary right-of-way for that road.
- Complete construction of the Southgate Parkway.

### **PVFP 11.0 Utilities**

**PVFP 11.1 Extent Public Water and Sewer Service.** The County will provide and manage public water and sewer service for Princes Fork. The County will require that new development connect to these systems and will prohibit new private wells and septic systems.

**PFV 11.2 Limit of Public Water and Sewer Expansion.** The County will limit water and sewer service to the designated Service Area set forth in this Plan. Providing public utility service only to the designated area will ensure that new development is compatible with the villages historic character, is affordable for the County to serve, and enhances rather than degrades the quality of life for local residents. A potential exception to this policy is the possibility of extending water service to the Brookfield Road and Mt. Zion Road area to serve existing residents.

**PFV 11.3 Treatment Capacity.** The County will monitor available treatment capacity. The County will approve rezonings to higher intensity uses only in conjunction with assurances that adequate water and wastewater treatment capacity will be available. Treatment capacity will be expanded in accord with the County's long-range capital improvement plans. Public utility capacity will be planned to accommodate the orderly growth in the area, in accord with the County's overall Comprehensive Plan, rather than to create or "drive" that growth.

**PFV 11.4 Capacity for Employment Uses.** The County will reserve a modest amount of capacity (roughly 20% of total allocated to the planning area) for non-residential development/expansion.

**PFV 11.5 Underground & Buried Utilities.** Require developers to place utilities underground in all new developments.

**Utilities Action Steps:**

- Review all ordinances, and amend as needed to ensure that all new development is required to place utilities and wires underground.
- The County Public Service Authority (PSA) will work with the Planning Commission to develop a policy for allocating sewer and water capacity in the area in conjunction with rezoning approvals so as to ensure that treatment capacity is reserved for such approved development.
- Place overhead wires underground in the historic area.